

entering coastwise into the Mersey, must be "used up," under heavy penalties, though probably even the pecuniary profit to the consumers themselves will at least equal the forfeit in amount—a somewhat odd and unusual ground of compulsion this, as fatality will doubtless think, independently altogether of the still more precious and substantial benefits derivable from a clear atmosphere, clean-swept lung-flues, and vigorous lungs, consuming their own pure *pabulum vite* instead of smoke. Many other nuisances and evils are to be simultaneously remedied. "Middens" are to be kept under, mendicants' lodging-houses licensed, and their occupants restricted in number, cellars limited in extent, or rather extended in limit, and other means enforced to open the way to a more vigorous and healthy generation of fellow men. The bakers appear to have been amongst the first to bestir themselves in this new movement, albeit one of salutary compulsion, in the meantime; and chaffer-ovens, patent smoke-consumers, and the like, discussed, and with a will, too, to the work. The penny-a-mile omnibus system is to be started in Manchester. Contracts for the particular branches of work connected with the erection and completion of the new Town-hall at Doncaster were to be advertised in course of the present week. The plans and specifications are said to be complete. The Old Angel is almost wholly demolished. A tower has been added by subscription to Maryport church, and by similar means a large and commodious Sunday-school is to be founded in March next, in connection with this church. Explosive cotton, or tow, and sawdust, have been used in the north, of late, for blasting whinstone rocks; it is said, of the most solid description, and, as the *Edinburgh Weekly Express* has it, "with splendid effect;" a bore 2½ inches in diameter and 3 feet in length, charged with 9 oz. of tow, in the usual place of 3 lbs. of the old material, gunpowder, blasting to the extent of 10 tons, and indeed a charge of 11 oz. of tow and cotton mixed blowing up, or bringing down, no less than 15 tons. New joint-stock markets are in the way of being got up in the north, at Elgin.

#### BARRY'S PICTURES AT THE SOCIETY OF ARTS.

A MEMBER of the Society of Arts, who considers himself improperly alluded to in a letter on this subject, which appeared in the last number of our journal, has taken pains to shew us that, so far from being a "disappointed contractor for the decoration of the hall," he could not conveniently have undertaken any of the work there, if it had been offered to him, and that he has no motive for the charge he has made, in respect of the injury done to the pictures, but desire to preserve for the society what every one must consider their sheet-anchor.

It appears to us of the utmost importance, as we said a fortnight ago, that all proper steps should be taken to ensure the preservation of these works. The Council owe it to themselves and to the Society, to shew that they duly regard their trust. The production of the report of the eminent artists who are said to have examined the pictures, would probably set the matter at rest.

#### TO PREVENT INJURY TO BRICKWORK BY FROST.

SIR,—Having been engaged in erecting brickwork at factories and places of business where the work was required to be done regardless of the weather, my attention was drawn to the best mode to prevent the frost affecting the mortar. I have adopted the following plan for the last eight years with complete success; and as this winter is likely to be severe, I think it may be useful to make it more generally known through your valuable publication. In the proportion of six bushels of river sand mix one pound of common salt; instead of screening the sand wash it, and let it be well saturated with water. Then take the usual proportion of grey-stone lime, which must be ground, and make it up the same as concrete to the proper consistency. The mortar should be used while warm, and if convenient the brickwork should be covered up for one night.—I am, Sir, &c.

Stamford-hill. JOHN WORKMAN.

#### New Books.

*The Railway Shareholder's Manual; or Practical Guide to all the Railways in the World.* By HENRY TUCK. 8th Edition. Effingham Wilson, Royal Exchange.

WHEN a book has passed through eight editions, recommendation would seem unnecessary: the inference may fairly be drawn that it contains matter valuable or interesting to the public. The present edition of the manual has been carefully revised, and contains much additional information, together with statistics never before given to the public. The writer has a hard "fing" at "Cato" and the *Times*, and is perfectly satisfied that all obligations incurred on account of railways will be met without in any degree affecting the money market. The preface states that out of 561 bills presented to the House of Commons in the last session, 271 only have received the royal assent. "Of these 24 were for amalgamations and purchase, 7 for new stations and enlargements, 131 for branches to be constructed by old companies, and 109 for new lines by new companies, the whole requiring a capital of about 100,000,000*l*. The total length of these lines is upwards of 4,700 miles (60 of which is tunnelling) and will require 55,000 acres of land for their site."

#### Correspondence.

##### HIGHBURY CHURCH COMPETITION.

SIR,—Though your columns have, from time to time, teemed with letters and articles exposing the abuses of the present system of competition, the evil is not yet checked, as the following circumstances will plainly shew.

A committee was lately formed at Highbury, in the parish of Islington, with the view of erecting, if possible, a church suited to that hamlet. Amongst the several wealthy families residing there, many are dissenters, and consequently subscriptions for an episcopal church would necessarily be limited; but as the inhabitants had greatly assisted in defraying the expense of building the other district churches, it was confidently expected the parish at large would, in return, enable them to raise a sum of 4,000*l*. Accordingly, instructions were given to seven or eight architects to send in designs, the cost of carrying out of which was, on no account, to exceed the sum above-mentioned.

After a time, the committee distributed amongst the subscribers to the work a circular, headed by a smart vignette, exhibiting indeed an elegant structure, which an episcopalian would rejoice in seeing erected. The engraving to which I allude is taken from the design of Mr. Allum, whose intended structure, if it can be carried out in every particular at the sum proposed, will entitle him to the warmest thanks, not of the committee only, but of the whole body of architects, inasmuch as they may learn from him how to build with little money. The remark of an eminent architect, on seeing the vignette, was this—"The sum named, instead of being printed 4,000*l*., should have been 8,400*l*., as being nearer the mark." Of course, the unsuccessful competitors, whose abilities and taste had been strictly limited to preparing designs for a church that could actually be built for the sum proposed, are not a little surprised and mortified, to find a plan accepted which must necessarily involve an expense of at least double the amount prescribed.—I am, Sir, &c.

##### AN ENEMY TO UNFAIR COMPETITION.

Decr 28, 1846.

##### DISCOVERY OF ROMAN MANUSCRIPTS.

The excavators on the Caledonian Railway, in the wild and solitary passes of the Avon valley, near Beattock, have just turned up, in this strange deposit, a small stone trough carefully placed on a flat block, and enclosing a bronze case with "a precious manuscript" rolled up in it, 30 feet in length by 2 feet in breadth, with the title of "Historia Romæ," in large distinct characters at the head. The perhaps too sanguine anticipation is, that here we have one of the long lost and sought for books of Livy; though it is more likely, we should think, that the care displayed in its preservation was of a paternal order, hence not Livy's, unless he had been a sojourner, in his day, at Beattock.

#### Miscellaneous.

**ARCHITECTURAL NOMENCLATURE.**—SIR, The *Ecclesiologist* for November last contains a critique on the "Architectural Notices of the Churches of the Archdeaconry of Northampton. No. 3," in which the following sentence will be found:—"We really lament that the letter-press is deformed by the use of the absurd terms, 'early English,' 'decorated,' &c., particularly as Mr. Poole has adopted the improved nomenclature of Professor Willis for details." I think it would be a gratification to some junior ecclesiologists to know why "first," "middle," and "third pointed," are so much preferable to the terms above mentioned. I shall not offer any arguments in favour of the old system beyond this, that I believe that "first pointed" conveys nothing, expresses nothing, that is not conveyed, and equally well expressed, by "early English;" and, with reference to "perpendicular," it appears to me far superior to "third pointed," as it expresses the peculiarity of the style.—AMATEUR.

**PROJECTED WORKS.**—Advertisements have appeared in the current newspapers for tenders for the construction of nineteen miles of the Malton and Driffield Railway, with a tunnel, bridges, stations, &c.; for the erection of an extensive cotton-mill, near Mansfield; for materials for metropolitan roads, and for making roads at Aigburth on the Mersey, and cutting and masonry work in altering and improving roads near Glasgow; for the construction of a wooden wharf at the latter place, promptly; for 20,000 flue bricks to be shipped to Banffshire; for water cranes, turn-tables, switchings, &c. for the Chester and Holyhead Railway; for cast-iron work for the city of London Sewers Commissioners; for the construction of the Rugby and Leamington Railway, and of various branches connected with other lines; and for widening the Leicester and Swannington branch, &c.

**THE SANATORY ACT AT CROYDON.**—The proprietor of a piece of land with an open drain or cesspool, into which all the filth and impurities of the higher ground accumulates, was summoned, on Saturday last, to the police-court, where evidence was called to the effect that fever prevailed around it, that noxious effluvia issued from it, and that, in all probability, it was the cause of much injury to health, and therefore ought to be covered in. The magistrate declared, that he should have ordered this at once to be done, but as the proprietor, Mr. Bridge, had met the case very fairly, in not only proposing to aid in the removal of the nuisance, but in having previously endeavoured, though hitherto unavailingly, to obtain the co-operation of the parish authorities, who were as much responsible as himself, in such a case, the matter was allowed to lie over for a fortnight, in order that some amicable arrangement might be come to.

**PUBLIC WORKS IN IRELAND.**—On the 3rd of October last, 26,193 persons were employed on the relief works in Ireland, and on the 28th of November the number had increased to 27,023 persons!—able-bodied men—the individual representatives of at least a million of people—all dependant on the Government, not only for present but for future support—all irresistibly attracted, and still followed by more and more, from their only permanent source of support, the agricultural labour of the land, by the surety of money wages, in the place of that land-truck remuneration which the failure of the potato-crop, and the prejudice, and other difficulties, in the way of the substitution of new and even superior produce, has, in the meantime, rendered altogether valueless, in their possession. Government have recently issued fresh orders on the subject, with the view of turning the labour into its former channel.

**THE PAVEMENTS OF PARIS.**—From official returns lately published, on the paving and maintenance of the pavements of Paris, it appears that the paved surface of the streets of that capital is 3,321,000 square yards, of which the state maintains 1,083,090 square yards, and the corporation of Paris 2,238,000 yards. The charge of keeping up this pavement is fixed at 53,000*l*.

**COMPETITION.**—The Scarborough parish church restoration plans will be received till 1st March, 1847.